

NEARLY 40,000 AT MOTOR SHOW

With 'Society Night' Fig-
ures Will Probably
Reach 60,000

CONVERTIBLES TO FRONT

Motorcar lovers are pushing the sixteenth annual automobile show attendance toward the 40,000 mark today, the fourth full show day at the Commercial Museum, Thirty-fourth street below Spruce. The show will open at 10 A.M. Saturday, at least 40,000 tickets of the turnstiles are expected, and new records for coming shows to aim at will have been registered.

The thronged bound museumward are not tumultuous, as are those that invade the same neighborhood for the University of Pennsylvania football games; nor are they as concentrated. But they are as large in the daily aggregate as those that Franklin Field, the "saturation point" for the crowd, a hour or so. And they are characterized by an enthusiastic determination, by a certain positiveness expressed in their gait.

It is significant that the persons in the crowds walk mostly like the animals that came out of the ark—two by two—one wearing trousers, the other in a light-colored skirt. This is significant because it behoves the purchase of a necessary ranging in value from the neighborhood of \$400 to \$16,000. Some of the men wear, in addition to their clothing, resigned looks. But for the "inex" part, they all radiate the same enthusiasm that is born of prevalent prosperity—and automobiles.

A CONTRAST OF AGES

The value and the appropriateness of holding the show in the Commercial Museum exhibition hall is exemplified daily a hundred times. Only a walled partition separates the display of the achievement of the most modern inventors and engineers from exhibits that not only show the elements of the automobile in the raw form, but also offer the contrast of the ages. It is significant that these antitheses should be on view under the same roof,

After entering this automobile show, the visitor passes through aisles of exhibits that have made the Commercial Museum the depository of valuable specimens and relics that it is. If he is observant, he sees the rudiments of automobile making, the foundation upon which the booming industry rests. There are glass cases filled with specimens of crude rubber as it comes from Para or Sumatra—the first of the automobile tire. Nearby stand cases of cotton slivers, which furnish the fabric for tires. Further back into the history of the automobile the exhibits go—the waxed image of a negro woman picking cotton. There are cross sections of miniature coal and iron mines, steel forgings, aluminum and all the elements that contribute to the making of the motorcar. There are even primitive power jars of cedar liquid labeled "refined petroleum." That is nothing more or less than gasoline.

As if to throw into high relief the marvelous pieces of modern mechanism within, outside the entrance of the automobile exhibition room squat prehistoric Arizona pots and dishes. With these relics of by-gone ages lie others as old and older—Egyptian faience, Egyptian mummy's shroud, clay-colored Zanzibar pottery, Roman trinkets, primitive tools and implements of every zone, all emphasizing by their crudeness the high technical and artistic perfection of the motor vehicles on the other side of the wall.

These cars, which are virtually magnified watchworks in their delicacy of movement, have become the dominant design of the century that pour into the buildings from the wintry air outside. Almost without exception the manufacturers are displaying as their 1917 offering the semiclosed or convertible car, a vehicle that is as much at home in blizzard as in a torrid sun.

No more apt weapon for showing cars that can be closed to the winds and that can be heated could have been chosen. One visitor today typified popular sentiment

when he declared that he was "through with storing his car."

"A house on wheels for me," said he. "Not a sleigh."

At the time he was watching a demonstrator in the twinkling of an eye build a limousine out of an open touring car by means of a bit of clever work with partitions.

Take any exhibit at the show haphazard and there can be no mistaking the trend for the enclosed or semi-enclosed type of car. The Pierce-Arrow, the Lincoln, the Packard, the Winton, the Hudson, the Chandler; in fact, with hardly an exception the manufacturers are showing all-the-year-round models. The accessory men have taken the trend with natural instinct, and are providing an article, body as a Ford accessory. It's at the show—something for the millio-gate as well as the man with the slender pocketbook.

There's the brand-new four-door type of body, with removable partitions between the driver's seat and tonneau on medium-priced cars, for instance. It is attracting much attention as anything at the show this week, as the new design affords the user a combination of virtually every type of body desired.

WILLIAM DE MORGAN DEAD

British Novelist Wrote First Book
When 66 Years Old

LONDON, Jan. 17.—William Frend de Morgan, the novelist, died of gastric influenza in Chelsea in his seventy-eighth year.

For many years he was a member of the Royal Cheltenham Society, and included Burroughs and the Rossetti. Long known as an expert in later tiles and pottery, he astonished the world by becoming an author at the age of sixty-six, when he published his first novel, "Joseph Vache."

REITMAN GETS SIX MONTHS

Radical Guilty of Spreading Birth-Control Literature

CLEVELAND, Jan. 17.—After twelve men had discussed birth control all night, they decided today to find Ben L. Reitman guilty of distributing birth-control literature. The jury deliberated thirteen hours. Reitman was fined \$1000 and sentenced to serve six months in the workhouse. He appealed.

Equipment to Cost \$3,000,000

NEW ORLEANS, Jan. 17.—The Texas and Pacific Railroad plans to expand \$2,000,000 within the next few months on new equipment, according to an announcement here today by J. L. Lancaster, one of the receivers for the road.

Infanti a Londra e' stato annunciato

LA GRECIA PREPARA IL SUO TRADIMENTO

Il Generale von Falkenhayn Con-
fere con re Costantino
Mentre le Truppe si
Muovono

GLI ALLEATI SON PRONTI?

Importante Conferenza tra i Capi Mil-
tari Inglesi e Francesi a Londra.
Nivelle Presente

ROMA, 17 Gennaio.

Le ultime notizie che si hanno dalla Grecia dicono che si preparano colta' altre diffidate' per gli alleati. Sembra che la Germania sta facendo un ultimo grande sforzo per convincere il re Costantino a schierarsi definitivamente ed apertamente a favore degli Imperi centrali. Qui era giunta notizia che il generale von Falkenhayn era giunto in Grecia, ma pareva invece che si trattasse del maggiore von Falkenhayn, già addetto militare alla Legazione tedesca ad Atene. Nondimeno ulteriori notizie dicono che si tratta proprio del generale. Il quale si è recato a consultarsi con re Costantino.

Un corrispondente inviato da Salonicco riporta che dal momento opportuno per mettere a disposizione del suo cognato, il Kaiser, sembra che il generale tedesco sia giunto in Grecia da Ravenna a bordo di un sottomarino e sia a Larissa insieme col resto della sua scorta. I due avrebbero ancora truppe greche realiste che sarebbero sempre a disposizione di Costantino.

E chiaro che von Falkenhayn si propone di iniziare una offensiva in Macedonia, ed intende di avere l'appoggio delle forze greche alle sue spalle dell'esercito di Sarai. Però questa eventualità e' stata dimostrata alla conferenza di Roma che deve credere che gli alleati debbano decidere circa le misure da prendere per trattenere le forze greche nel Peloponneso.

Standis alle voci che correvano ieri l'altro Roma e che sono ancora oggetto di commenti da parte dei circoli politici e della stampa, gli alleati sarebbero anche preparati a deporre il re Costantino ed eliminare così la interferenza di Roma. E poi dice anche che gli alleati si preparano a tagliare la ferrovia dell'Oriente, quella che unisce direttamente Berlino a Costantinopoli. Dalle ultime notizie si rileva che le truppe greche di Larissa sarebbero in marcia verso nord, sfidando così la volontà degli alleati.

Infatti a Londra e' stato annunciato

ufficialmente che nelle giornate di ieri l'altro il primo ministro Lloyd George ed i membri del suo consiglio di guerra ebbero importanti conferenze con il generale Nivelle, comandante delle forze francesi, e col maresciallo Haig, comandante delle forze britanniche in Francia. Naturalmente si ignorano i particolari delle conversazioni, ma si sa che le questioni militari abbiano avuto la precedenza su quelle di ordine politico.

Giuseppe Callaux, ex presidente del Consiglio francese, che si trova ancora a Roma, ha visto i suoi passaporti diplomatici ritirati dai governi francesi e inglese.

Callaux aveva tentato di ottenerne dal corrispondente del Times di Londra una ratificazione oltre l'affermazione fatta dal corrispondente che l'ex ministro francese compiottava per una pace separata della Francia e dell'Italia con gli imperi centrali.

Il governo italiano ha accreditato per unirsi al palazzo di Montecitorio, in storia, il palazzo degli Angli, nei corridoi che, prima della guerra era occupato dall'ambasciata d'Austria presso il Quirinale. Il palazzo apparteneva al principe Chigi che porta ereditariamente il maresciallo del conclave. Il prezzo che il principe Chigi ha pagato per il palazzo e' stato di cinque milioni di lire, e nel prezzo e' compresa anche una magnifica collezione

artistica valutata ad un milione di lire. Altri cinque milioni saranno spesi per lavori di restaurazione e per collegare il palazzo con quello di Montecitorio.

Il Corriere della Sera di Milano pubblica un articolo in risposta ad un articolo editoriale del New York World nel quale si denuncia come gli alleati che l'Italia si pronunci con la guerra all' Austria. Il Corriere fa notare che gli scrittori del World sono perfettamente ignoranti della storia d'Italia, altrimenti saprebbero che le aspirazioni nazionali italiane sono tante quanto lo era Napoli nei giorni di Cavour, e domanda se il World sa cosa retto di più. Il Corriere aggiunge: "L'annessione di Napoli al regno d'Italia era immotivata. Una mano lava l'altra, non è vero?"

"Gli americani cercano di insegnare a stilabare e la tavola di moltiplicazione agli immigrati italiani; noi cerchiamo di convincere i critici del New York World a studiare un po' di storia, e nel tempo stesso ci divertiamo immensamente con i loro commenti troppo originalmente astenuti. Una mano lava l'altra, non è vero?"

B. and O. Modifies Embargo Order

BALTIMORE, Jan. 17.—It was announced at the Baltimore and Ohio general offices that the embargo on shipments of wheat, corn and oats for export via Baltimore would be lifted at once for Baltimore and Ohio system points east of Chicago Junction, O.

Mawson & DeMany
1115 Chestnut Street
(Opposite Keith's)

Twenty-five Cents on Every Dollar Is Indeed a Saving

If you are one of the thousands who have furs in mind, we want your patronage, and believe we ought to get it on this basis:

Our 25% discount is authentic.

Our assortment is the largest in the city.

Our reliability has been established by three-quarters of a century of public service.

Fur Coats

Pony Skin Coats

33.75

Regularly 45.00

Beaver or raccoon
collar; 40-inch model.

French Seal Coats

44.87

Regularly 59.50

Skunk opossum collar;
40 inch; smart model.

Hudson Seal Coats

82.50

Regularly 110.00

40 inch; full model;
smart model; bocade
lining.

Hudson Seal Coats

123.75

Regularly 165.00

Very full, jaunty
model; 6-inch border
and collar of skunk.

Scotch Moleskin Coats

243.75

Regularly 325.00

6-inch border and
collar of skunk, fox or
flying squirrel.

Natural Mink Coats

450.00

Regularly 600.00

42-inch flare model;
tails and sable paws
at bottom.



In Philadelphia, the
Home of Bundhar—

A Bundhar Wilton
Rug for Every Home

MILL CLEARANCE SALE

STANDARD WEAVES

RUGS & CARPETS

At $\frac{1}{3}$ to $\frac{1}{4}$ REDUCTIONS

THESE offerings comprise all standard weaves. In our own celebrated Wilton grades—Bundhar Wilton, French Wilton and Hardwick Wilton—in addition to the latest decorative effects, there are many patterns which have been considered for years as the acme of Hardwick & Magee excellence. For the first time, during this sale, they will be offered at less than the regular prices.

French Wilton FINE AS SILK RUGS

Size	Regular Price	Sale Price
22½x36	\$5.75	\$4.25
27x54	8.50	6.50
30x63	10.00	7.50
4.0x7.6	28.25	21.25
6x9	35.00	28.50
8.3x10.6	74.75	56.00
9x12	82.50	65.00
9x13.6	102.00	76.50
10.6x10.6	99.00	74.25
10.6x12	113.00	84.75
10.6x13.6	127.00	95.25
11.3x12	113.00	84.75
11.3x15	141.00	106.00

The purchase of a 9x12 Bundhar
Wilton Rug during
this sale saves you exactly
\$24.50

Bundhar Wilton DURABLE AS IRON RUGS

Size	Regular Price	Sale Price
22½x36	\$4.50	\$3.50
27x54	6.75	5.00
30x63	10.50	7.75
4.0x7.6	22.00	17.25
6x9	40.50	30.75
8.3x10.6	61.50	45.50
9x12	65.00	43.50
9x13.6	80.25	60.50
9x15	88.50	66.50
10.6x10.6	78.25	59.00
10.6x12	88.50	66.50
10.6x13.6	100.00	75.00
11.3x12	88.50	66.50
11.3x15	110.75	83.00

The purchase